



The Matson Navigation steamship Enterprise which after having been discharged of considerable freight at Honolulu has been supplied with several thousand tons sugar and sailed from Hilo for San Francisco Saturday evening. The Enterprise represents the initial steamer placed in the Coast and Island service.

MORE LINERS FOR OCEANIC SERVICE

Two large passengers and freight steamers now under construction at Cramps, and over which much speculation has been indulged as to the actual owners, may fly the Oceanic flag upon entering active service in the prediction offered this morning with the arrival of the steamship Sierra.

The report that the Oceanic company has been invited to submit tenders for entering the lists for a New Zealand mail subsidy has again been revived. This matter was broached about a year ago, but at a time when the Oceanic company had become involved in a contract which called for a nineteen day schedule between San Francisco and Sydney.

The New Zealand government is now understood as prepared to enter into a new contract and in this event the Union Steamship Company, which now holds the mail carrying franchise may find in the Oceanic a spirited contestant.

Should the deal go through as predicted in coast shipping circles at the time the Sierra sailed from San Francisco, the Oceanic line would be in the market for at least two new steamers.

To pay a call at Auckland on the outward as well as inward trip would necessitate a considerable lengthening of the time consumed on the voyage between the coast and the colonies.

In this connection it is stated that Sam Church, a veteran in the Oceanic service, is soon to receive the bill of marine superintendent and will therefore leave the Ventura to take a position ashore. It was rumored that Church was soon to leave San Francisco for the east coast and this move doubtless lent belief to the story that the two mysterious vessels under construction at the Cramp shipyards may have passed to the control of the Oceanic line.

The Sierra returned to the island port this morning, bringing 81 cabin and 7 steerage passengers. Officers succeeded in routing out one stow-away. Purser Sam Williams was pleased to report exceptionally fine weather. Dr. Mackenzie, Chief Steward Hackett, Chief Engineer Smith and Chief Officer served as an entertainment committee and through their united efforts the voyage was made an exceedingly pleasant one for the company of travelers.

The Sierra is to be discharged of 2418 tons of cargo during the stay at Honolulu. The local postoffice officials received 402 sacks of mainland mail. In the freight for this port was a consignment of eight new autos for local importers.

A large shipment of material and supplies for the United States army and navy department was included in the cargo.

Customs Reorganization May Die.
WASHINGTON — Former President Taft's order for reorganization of the customs service, which is effective July 1, is causing the Democrats in congress great worry because the order abolishes too many good federal jobs. Many senators are trying to prevent the order becoming effective so there will be more federal pie to distribute.

Senator Martine of New Jersey will introduce a resolution in the senate to revoke the Taft order. There are now two resolutions in the senate by Fletcher and Bryan of Florida to extend the operation of the order two years from July 1st. It is possible the senate will prefer to pass the Martine resolution.

Honolulu Ready to Sail

Taking a full shipment of sugar, pine, coffee, hides and sundries the Matson Navigation steamer Honolulu is ready to sail for San Francisco, the vessel to leave the Hackett wharf at six o'clock this evening. The Honolulu will carry a goodly list of cabin passengers. The vessel is expected to reach the Coast port on or about June 30.

Look Out!

Did you say you were going to leave?

Well,
Smith's got his eye on you.

You Know
he handles baggage.

His Number

Sure he'll give it to you.

2464

Hawaiian Express Co.

THE MODEL
1138-1141 Fort Street.
Honolulu's Largest Exclusive Clothing Store.
Charge Accounts Invited.
Weekly and Monthly Payments.

FIRE BURNS IN THE HOLD OF BEACHY

With smoke from burning coal issuing from the hatchways leading to the bunkers, the British steamship Beachy, 18 days from Newcastle, N. S. W., with coal consigned to the Inter-Island Steam Navigation Company reached port at an early hour this morning and proceeded to the coal wharf to discharge.

Several days before sighting the Hawaiian islands, Captain Turner noted the presence of fire in the coal stored in the vessel's bunkers. As the steamer neared the port, officers attempted to quell the flames by the use of steam and water.

While the fire was under control, the removal of the hatch covers leading to the bunkers brought clouds of dense smoke to the deck.

The Beechy is said to have met with fine weather on the voyage. The time was considerably reduced owing to the fire in the bunker coal which would have to be discharged before all traces of the blaze could be removed.

Captain Turner sailed from Newcastle leaving all the important ship's papers behind. The vessel was entered at the local customs this morning upon a cable from the American consul at Newcastle directed to Collector of Port Stackpole.

The vessel will be discharged of 5700 tons coal during a ten-days stay at the port. It is the present intention to dispatch the steamship for Puget Sound, there to be supplied with lumber destined for Australia.

Cruisers as Floating Advertisements.

WASHINGTON. — Representative Goodwin, from one of the Arkansas backwoods districts, has made a bid for fame by introducing a bill in the house to use the navy for advertising manufacturers and products abroad. Goodwin, overlooking the fact that there is no superfluous space on a warship, wants space to be allowed on the battleships and cruisers to install commercial exhibits which can be shown to merchants in foreign ports and thus stimulate American trade.

"The commercial organizations throughout the country will, I am positive," he says, "appreciate the possibilities of the proposition. Friends of a big navy would do well to analyze this plan carefully if they would take seriously the recent remarks of Secretary Daniels on the importance of making the navy a popular institution."

Demand for Tramp Tonnage.

While inquiries for high-class mercantile tonnage are still numerous, it is a somewhat significant fact that shipbuilders who construct pure tramp steamers of moderate dimensions are having somewhat more difficulty than recently experienced in booking orders for vessels to replace on the stocks those which are now being brought to the launching stage. The continuation of high prices is, no doubt, one explanation of this, although it must also be borne in mind that the pure tramp steamer has played a loss part in the shipbuilding boom than any other class of vessel. The shortage in inquiries for new cargo-carrying tonnage is being particularly felt at Fort Glasgow, Stockholm, Hartlepool and Sunderland, where the bulk of the vessels built are tramps.

Hilsonian Completes Trip

With a large amount of cargo for the several island ports, the Matson Navigation steamer Hilsonian reached a berth at the railway wharf this afternoon, where 2775 tons freight are to be discharged before the steamer proceeds to island ports. The Hilsonian has supplies for Kahului, Port Allen, Kaanapali and Hilo.

Sugar will be placed aboard the vessel at two island ports, 1500 tons having been secured at Port Allen and 2500 tons at Hilo. The vessel is to sail from the latter port for San Francisco on or about July 2.

Eccelesia Due Tomorrow

The British steamship Eccelesia with several million feet of lumber from Puget Sound ports to Australia is expected to call at Honolulu tomorrow morning for bunker coal. A message to the Inter-Island states that the vessel is in need of between three and four hundred tons of fuel to carry it to the antipodes.

More Windjammers for the Pacific.

Sailingship traffic to the South Seas, which has fallen off during recent years, is to have a new stimulus, and it is reported that in the near future there will be a regular service established between the Golden Gate and certain islands in the southern Pacific.

"How are the plans for your new house coming along?" "Splendidly. My wife has finally laid out all the cupboards she wants, and now all the architect's got to do is to build the house around them."

Fire Proof Storage

CITY TRANSFER CO.
JAS. H. LOVE

VESSLS TO AND FROM THE ISLANDS

[Special Cable to Merchants' Exchange]

Monday, June 23.
YOKOHAMA — Arrived, June 21, S. S. Shinyo Maru, hence June 16.
SAN FRANCISCO — Arrived, June 22, S. S. Hyades, hence June 12.
Arrived, June 23, 1 p. m., S. S. Chiyo Maru, hence June 17.
HILO — Sailed, June 21, 6 p. m., S. S. Enterprise, for San Francisco.
SALINA CRUZ — Arrived, June 20, S. S. Mexican, hence June 5.
SYDNEY — Arrived, June 20, S. S. Cape Finisterre, hence May 31.

PASSENGERS ARRIVED

Per O. S. S. Sierra, from Honolulu—Miss Helen Ambrose, R. A. Anderson, Mrs. A. Baldwin, E. Faxon Bishop, Miss Annette Booge, Mrs. J. K. Brown, Mrs. A. M. Bradstreet, E. L. Brown, Mrs. Brown, Miss Esther Brown, Mrs. Spillinger, Miss E. Carillo, R. B. Catton, C. H. Crawford, Mrs. Crawford, Mr. Diamond, Mrs. Diamond, Miss Diamond, Miss Grace Dobson, Paul Duffault, Mrs. N. B. Emerson, H. F. Fleming, Mrs. W. M. Gifford, J. A. Gilman, Holbrook Goodale, W. W. Goodale, Mr. Haneberg, Mrs. J. Harry and two children, Mrs. D. A. Heibing and two children, Mr. John Hind, Mrs. Hind, Miss Muriel Hind, Franklin Holding, Leon Honigsberger, Mrs. Honigsberger, Miss Mildred A. Horne, Miss M. Jamieson, Mrs. E. A. Johnson, Miss R. Johnson, E. A. Jones, Mrs. F. J. Kellegahan, W. C. Kretz, Miss Vera Layne, Wong L. Lum, H. McInerney, A. L. Mackaye, L. H. Miles, William Mutch, Miss E. Nelson, Mme. Lillian Nordica, maid and man-servant, E. J. Pullen, R. M. Purvis, Miss A. S. Purvis, Dr. F. Quenzer, Mrs. Quenzer, Mrs. T. M. Reed, Miss C. Reed, A. C. Silva, Mrs. Silva, Miss Sarah G. Silvester, Miss Lina Sohlmann, Nell Slatery, Romayne Simmonds, C. G. Strakosch, Mrs. H. C. Tabrett, Miss Amy Tabrett, Miss Mary Tabrett, Mrs. A. Agnes Thomson, Mrs. A. W. Turpin, Miss Ruth Turpin, Mrs. E. Willock, Owen Williams, Mrs. J. L. W. Zumwalt, Miss Zumwalt, George Zorb, Eames.

Per str. W. G. Hall, from Kaula, June 22.—Ed. Wilcox, Mrs. J. Hoalson, Miss Spillner, Tong Hing, Wong Sing, E. Nakado, S. Sheba, T. Brandt, H. H. Brodie, J. Desky, J. Honji, J. P. Alexander, Judge Kapahee, Y. Mairahi, Richards Ivers, A. Gartley.

Young Brothers Acquire Tonnage

Young Brothers, Ltd., have acquired more tonnage in the purchase of the tug Helen and Louise. These vessels have been employed in the transfer of material and supplies between Honolulu and Pearl Harbor. They have been operated by the Hawaiian Dredging Company. The Helen is a vessel supplied with one hundred horse power engines.

Young Brothers are now remodeling a whaleboat to be used by the pilots of Honolulu harbor, which craft will be available by the first of July.

Loading Sugar at Mahukona

Sugar to the amount of 32,000 sacks will be supplied the American schooner Annie Johnson at Mahukona before that vessel departs for San Francisco on or about June 28th. According to report brought to this city today the schooner is to receive a prompt dispatch. The schooner Muriel, now awaiting a berth at Mahukona, is to receive 16,000 sacks of sugar destined for coast refineries.

Enterprise Sails From Hilo

The Matson Navigation steamer Enterprise with a full shipment of sugar is reported to have sailed from Hilo for San Francisco on Saturday afternoon. This vessel in visiting the islands brought cargo for Honolulu. The Enterprise carried a limited number of passengers.

VOCATIONAL TRAINING IS DISCUSSED

Harmony and vocational training promise the principal features of the present session of the new school commission. For the lack of the first of these the old board was disrupted, with the appointment of the present body as a direct result. Vocational training, a department that has long been urged for the public schools of the territory and has been experimented with slightly in the last year, today received the hearty endorsement of the commission present at the session.

The last legislature placed its stamp of approval on the idea of practical education by appropriating \$45,000 to be devoted directly to this work. The new board assumes the responsibility of organizing and establishing the new education upon a permanent basis.

This will be taken up in detail late today or possibly tomorrow morning and definite plans outlined. A tentative outline already has been prepared by Superintendent Gibson, and the members may take this as their basis of discussion.

As to the matter of harmony, so far there has been no indication of any overcropping of the old feud. The "new blood," for the main part, has virtually no cognizance of the old squabbles and their causes, and is expected to give them no thought.

Whether this theory will hold good as applied to the new board may be tested late today or tomorrow, when the matter of appointments of instructors arises.

Several leaves of absence were granted this morning, among them the following: Miss Katherine Woodford, of McKinley high school, one year; Miss Hedwig Ostromba, Royal school, five months; Miss Frances Ostromba, Kaili-waena, five months; Mrs. Virginia E. Bowman, Kaula, first term; Mrs. Annie Kaili, Hilo, one year.

WEATHER TODAY

Monday, June 23.
Temperature—4 a. m., 73; 8 a. m., 78; 10 a. m., 78; 12 noon, 77. Minimum last night, 73.

Wind—4 a. m., velocity 14, E.; 8 a. m., velocity 9, E.; 10 a. m., velocity 7, N. E.; 12 noon, Movement, past 24 hours, 231 miles.

Barometer at 8 a. m., 30.08. Relative humidity, 8 a. m., 57. Dew-point at 8 a. m., 62. Absolute humidity, 8 a. m., 5.858. Rainfall, Trace.

Two steamers from Kaula ports brought a considerable quantity of sugar. The Neau, from windward ports, returned with 3800 sacks of the commodity together with 6 crates onions and 23 packages sundries. The Neau met with fine weather. Her officers report 3000 sacks sugar awaiting shipment at Kilauea.

Several pontoons used in dredging operations at Kahuji harbor were returned to this port with the arrival of the steamer Claudine. This vessel has been discharged of a small cargo and has been prepared to steam for Maui ports at 5 o'clock this evening.

The Inter-Island steamer W. G. Hall is to be dispatched for the Garden Island this evening taking a small amount of cargo and a late mail. This vessel was discharged of five thousand sacks of sugar during the brief stay at the port.

The Inter-Island steamer Mikahala was an arrival at the port on Sunday, bringing 2317 sacks sugar, 20 cases honey, 24 head hogs, 11 crates chickens and 81 packages sundries.



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Brand. The KEEN KUTTER Trade Mark or the words KEEN KUTTER on any tool are an absolute guarantee. Buy a tool under this brand and you will know you are getting the best.

E. O. Hall & Son, Ltd.

Mythical Treasure Undiscovered.

The tale of another unsuccessful treasure island expedition rivaling that of the famous bark Heeper, became known when the British steamer Metmore returned to San Diego from the south seas, where it had gone with a party of British capitalists in search of \$18,000,000 in gold supposed to be buried on the famed Cocos island.

These fabled millions, according to a dying sailor, were buried on Cocos island by members of the Peruvian church many years ago. The story was revealed to two women, Mrs. Harry Hill and Miss Davis of England by the sailor while on his deathbed. He supplied them with a chart on which was marked a cross, indicating where the fortune hunters were to dig. The two women entered British capital in the project and the Metmore was purchased for the expedition. After the story was proved to be a dream, it is the intention of the owners to dispose of the vessel in British Columbia to help pay for the expenses of the trip.

Local Notice to Mariners.

Hawaiian Islands—Molokai Island, southeast side—Kamalo Point Reef Gas Buoy, 1, previously reported extinguished, was relighted June 14, 1913.

By order of the commissioner of Lighthouses: A. E. ARLEDGE, Inspector, 19th Lighthouse District.

Engineers Fail to Carry Their Point.

Declining to proceed to sea unless they were permitted to eat their meals in the regular dining saloon of the steamer Navajo, the delegation of engineers in that vessel appear to have failed to carry their point. The steamer Navajo, which was detained at San Francisco three days because the engineers insisted upon having their meals in the dining saloon instead of in the messroom provided for that purpose, finally sailed for Seattle, to be placed on the summer run between Seattle and Nome. The vessel sailed with a new set of engineers who will take their meals in the dining saloon when there are no passengers on board.

The matter was adjusted through the mediation of the government inspectors, who will begin an investigation today preliminary to preferring charges against the former engineers.

Sparks From the Wireless

A late wireless received from the Matson Navigation steamer Hilsonian predicted the arrival of that vessel from Seattle on or about noon today. The Hilsonian has met with fine weather and has cargo for discharge at Port Allen, Kaanapali, Kahului and Hilo.

The P. M. S. S. Nile, reported to the Kahuku station, announcing that she would be off port at eight o'clock tomorrow morning.

Nile Meets With Bad Weather

Rough weather is alleged as responsible for the delay in arrival of the Pacific Mail intermediate steamer Nile, now en route from the Far East and due to arrive here on or about eight o'clock tomorrow morning. The Nile is reported as bringing two hundred tons of Oriental merchandise and one hundred Asiatic steerage passengers for Honolulu. It is possible that the vessel will be dispatched for San Francisco at five o'clock Tuesday evening.